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Hongkong, 1st September, 1910. [a]36

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Hongkong, 31st July, 1907. [515]



## THE MAGISTRACY.

**UNLAWFUL POSSESSION OF AMMUNITION.**  
Before Mr. Melbourne at the Magistrate's Court yesterday an elderly Chinese was charged with being in unlawful possession of a small quantity of ammunition. The case was remanded from Thursday to enable the police to get expert evidence in view of the defence set up by Mr. R. C. Faithfull that the ammunition was over 20 years old. Inspector Fenton now said that he did not desire to bring any new evidence, contending that it was sufficient that it was ammunition. Mr. Faithfull said the police asked for a remand to call evidence that the ammunition was new, and his client had been put to expense and had been detained unnecessarily. Inspector Fenton stated that he asked for a remand to see his superior officer and get advice. Mr. Melbourne decided to convict and fined the defendant \$5.

## A PRISONER'S ATTEMPTS TO ESCAPE.

A Chinese who was under arrest for the larceny of a watch damaged his cell at West Point whilst endeavouring to gain his liberty. Not content with this, he attempted to escape from the dock whilst waiting for trial by jumping the dock rail. Inspector Dymond stated that the man was "detected in an attempt to remove the panels from the witness room in which he was detained. He would have made his escape but for the vigilance of Sergeant Addington. He had to be chained to the bars of the dock, as he had tried to get away. Mr. Hazeland sentenced the man at the Magistrate's Court yesterday to a month's imprisonment and four hours' stocks. For the damage to the cell and for attempting to escape he would go to prison for a further month, the terms to run consecutively.

## PRISONER WANTS BETTER FOOD.

Before Mr. Melbourne an elderly Chinese, who spoke English, was charged with being a vagrant. He stated that he did odd shipping jobs, and when his Worship ordered him to be remanded in police custody, he said he would like some better food, such as beef steak or something solid. His Worship advised him to ask the Inspector, but the defendant said he did not think he would give it him. He was then removed in charge of the police.

## FAILING TO REGISTER A NEWSPAPER.

Two Chinese were charged before Mr. Hazeland with failing to register the *Sun Shu Nin Tai P. Yat Pa* (the *New Young Men's Sunday Journal*). Mr. P. M. Hodgson (Assistant Crown Solicitor) prosecuted, and Mr. J. H. Gardiner, and Mr. E. Davidson (of Messrs. Hastings and Hastings), defended. The charge against the latter's client was withdrawn, and Mr. Gardiner said that his client was formerly issued daily and when it was changed to a weekly paper the necessary formalities were not complied with. Mr. Hodgson intimated that he must press the case. The paper was rather an offensive one, and his Worship would see from the copy produced that it published a cartoon in connection with the recent tramway boycott. A fine of \$25 was imposed.

## WOMEN GAMBLERS.

Eight women were charged by Inspector McHardy with gambling. Mr. Hazeland fined the first woman \$100 and the rest \$25 each.

## LOCAL SPORT.

## THE INTERPORT FOOTBALL TEAM.

The players who will represent the Colony in the Interport Football matches in Shanghai leave to-day by the *Anhui* at midnight. Mr. A. S. Ellis, the Hon. Secretary, accompanies the team. Two matches will be played, on February 6th and 7th (Chinese New Year holidays).

## CRICKET.

The following will represent the Civil Service Cricket Club v. Craigengower C.C. at 2 p.m. on the Craigengower ground:—H. E. O. Bird, R. O. Hutchison, F. A. Biden, R. C. Wicheil, H. A. Cox, E. B. Reed, H. Poole, E. M. Hamilton, A. O. Brown, P. Jacks and H. Foster.

The following will represent the C.C.C. at 2 p.m. on the Craigengower ground:—H. H. Taylor, L. A. Rose, G. A. Hancock, W. H. Vives, J. V. Bragg, E. L. Bragg, R. A. Carvalho, R. Pestonji, Dr. F. H. Kew, C. Johnstone and R. Basa.

## RUGBY FOOTBALL.

The above teams will meet in a friendly encounter at 4.15 p.m. to-day, and a good game should result, the Navy always being very fit and bustling, while the Club have now had some chance to get together. In view of the Cup match between these sides on the 16th February, the result will be watched with some interest, especially as if the Club win then they will recapture the trophy.

The following have been selected to play for the Club:—Back, T. E. S. Robson; Forward, P. Chapman, V. M. Gray.

## QUEEN'S COLLEGE PRIZE DISTRIBUTION.

## SPEECH BY H.E. SIR HENRY MAY.

## ATHLETICS AND EARLY MARRIAGES.

Yesterday the annual distribution of prizes in connection with Queen's College took place in the large Hall. H.E. the Governor and Lady May attended, and there were also present:—Sir Charles Eliot (Vice-Chancellor of Hongkong University), the Director of Education (Mr. E. A. Irving), Bishop Pozzoni, Capt. the Hon. Fitzroy Somerset (aide-de-camp to H.E. the Governor), the Rev. V. H. Copley Moyle, Father Spada, and many residents of the Colony.

Mr. T. K. Draly, the headmaster, read his report for the year ended December 31st, from which we make the following excerpts:—

## ATTENDANCE.

Queen's College was open 230 days during the year ended 31st December, 1912, as against 221 in the preceding year. The maximum enrolment was 1,049, of whom 923 were on our register at the beginning of the year, while 126 were new boys. The average attendance in the upper classes was 313, remove classes 183, and lower classes 59. For the whole year, and covering the entire school, this gives an average daily attendance of 555; the corresponding figures in 1911 were 607—a decrease this year of 112. The prevalence of plague—1912, we are told, was the worst year since 1894—and the unsettled condition of the neighbouring provinces owing to change in the form of Government, mainly account for our reduced numbers. During the course of the year, we have actually turned away from 60 to 70 applicants for admission, many of them of known antecedents, in accordance with our bye-law, as being too old for the classes for which they were otherwise fit.

## STAFF.

Our staff consisted of 15 English masters, 10 local, i.e., Anglo-Chinese masters who give instruction in English subjects and take translation work, 5 regular vernacular masters, 5 visiting vernacular masters, and 10 pupil teachers.

## COST.

The gross revenue, fees and refunds was \$32,777.52; the gross expenditure, \$79,191.63; proportion of revenue to expenditure, 41.30 per cent.; proportion for the last five years, 30 per cent.; cost per pupil in average attendance, \$83.03.

Had free scholars and the student interpreters of the Registrar-General's Department paid fees during the time of their actual study in school, this item would have read \$78.88.

Table 4 shows that while the gross expenditure, owing to economies effected, was \$3,735 less than in 1911, the revenue from fees, owing to the drop in our attendance, showed a reduction of \$8,079. It is this loss of fees alone which accounts for the increased annual average cost per scholar.

## FEES.

Our fees, \$30 per annum, payable \$5 per month throughout the College, amounted to \$32,720 in the year. For varying periods during the year, 74 boys, either as student interpreters attached to the Registrar-General's Department, or as free scholars, have paid no fees; the sum thus remitted was \$2,235.

## DISCIPLINE.

This continues excellent, and, in fact, has been favourably noticed and commented upon by more than one of our visitors. A slight tendency of the part of some of our boys to break through established rules—a tendency which I regret to say seems to be fostered by certain parents and guardians—an occasional exaggerated brusqueness of manner, and a more assertive independence have shown themselves within the past fifteen months—a few of the bye-results, doubtless, of the vital and profound changes that are in process of evolution in China; all of this, however, has been quite easy to control and check.

The prefects still continue their valuable aid.

## STUDIES.

Of the 487 boys examined at our annual examination, last July, 261 or 54 per cent. passed.

In the upper school, out of 260 boys examined, 175 or 66.5 per cent. passed.

In the remove classes, of 164 boys examined, 132 or 80.5 per cent. passed.

In the lower school, 63 boys were examined, and 55 or 89 per cent. passed.

The low percentages are accounted for by the effects of the irregular attendance already mentioned, by a continued "speeding-up" in work generally necessitated by educational requirements, and by the severity of the tests we now apply. I have no hesitation in affirming that these results are most creditable.

Our standard of examination is now high, and we are determined to keep it so. Our top classes are destined partly to provide a finishing course for many boys, and partly to feed the Hongkong University. If the boys in these classes are to derive real and lasting benefit from the instruction imparted within our walls, we cannot afford to let them through their annual examination lightly. Actual percentages will be lower; but more substantial and more enduring results will be achieved.

In the vernacular school, 452 boys were examined, and 386 or 85.6 per cent. passed. Of these, 42 were classed as distinguished, and 37 as excellent. The re-introduction of vernacular work into the upper school has already borne good fruit and is thus justified, in spite of the extra calls made upon these boys by a syllabus that is, to say the least, very crowded. Translation, both from and into Chinese, as was to be expected, shows improvement; still further progress in this important direction may be confidently anticipated.

At the Oxford local examination held last July, we obtained 33 certificates—10 seniors, 3 juniors and 20 preliminaries. Of our seniors, 7 got the title of Associate in Arts, 2 others already had that grade; and 3 of our seniors got distinction in classical

9th and 12th, respectively, in the successful list comprising 20 names; while the 1st and 3rd places, in a supplementary list of 5 names, were also won by two other of our boys. The value of the studentships will be understood when it is stated that each student will have to graduate in the faculty selected, and pass a further year in post-graduate work—which means five or six years abroad. All expenses incurred during this lengthy period are to be borne by the Chinese Government, which also provided \$120 for outfit per student, as well as passages to and fro. Two of our successful boys were brothers, two other brothers are still with us, and their father is also one of our old boys.

At an examination for two student-interpreters for the Registrar-General's Office one of our boys got first position.

At the first entrance examination by the University of Hongkong, held August 19th to August 22nd last, both days included, forty-one students entered their names, and thirty-nine actually attended; the final pass list contained 22 names, and of these successful candidates 9, i.e., 41 per cent. of the entire list, were Queen's College boys. We have every reason to be proud of this result. From enquiries made towards the end of December, I find that no fewer than 22 Queen's College boys are now at the University—9 in the faculty of medicine, and 9 in engineering; the other 4 are studying for an arts degree.

## ATHLETICS.

So far as sports are concerned, the results have been poor. We have not, for some years past, been without several trophies; this year, I regretfully acknowledge, we do not possess a single cup. Those who have experience of schools know well that such a state of affairs occurs occasionally, some years being more prolific of good athletes than others. Boxing has been added to the work done by the gymnastic instructor, and about a dozen boys have availed themselves of his able guidance and advice. In summer, tennis and swimming are followed; and in winter, football and cricket.

## PRIZES.

The principal prizes were as follows:—

## SCHOLARSHIPS.

- |                            |               |
|----------------------------|---------------|
| Class 1—Senior Morrison    | 1st Tsook-lun |
| 1—Stewart                  | Lo Hing-shing |
| 1—Senior Bellios           | Ellis, F.     |
| 1—Blake                    | Ho Nai-shun   |
| 1—Wright                   | Ling Man-lai  |
| 2—Ho Tung                  | Pun In-tat    |
| 2—Ho Kam-tong              | Ng Ki-chung   |
| 3—Junior Bellios           | Chow Sik-kwan |
| 3—Ho Fook                  | Tang Shu-sham |
| 4—Junior Morrison          | Mok Chan-ki   |
| 4—Alfred May               | Fok Hon-fui   |
| 4—Government Scholarships: |               |
| 1—Kan Ho-ching             |               |
| 2—Lo Man-hin               |               |
| 3—Ferreira, G.             |               |
| 4—Tsang Kwai-wing          |               |
| 5—Chu Shin-chi             |               |

Pupil Teacher: Te Yik-fong.  
Machell Memorial: Ellis, F.  
Special Translation: E. to C. Ho Nai-shun.  
C. to E. Li Tack-lun.

**HIS EXCELLENCY SIR HENRY MAY** said—The report which we have heard read may, I think, be regarded as fairly satisfactory. One of the outstanding features of it—and a feature which might by those who are not thoroughly acquainted with the institution be considered not very satisfactory—is the very large falling off in the attendance. This is principally due to the practical abolition in the year 1904 of the lower school. Just before that change was made the attendance reached 1,050, and you have heard that last term it was only 555. The change had been made by the Government of set purpose, in order to erect this school into the position of practically an upper school, and it is now the upper school *par excellence* of the Colony. It falls on those who are in charge of it to use their utmost endeavours to make it worthy of that position and to carry out the object for which the School was made into a smaller institution, the object being, of course, to fit the boys to enter our newly-established University. The results of the Oxford examination are not entirely satisfactory, and I must make a strong appeal to the staff—who have no doubt done their best—to do better next year. The attendance, of course, to which I have just referred, has been interrupted, and perhaps the work of the staff has been interrupted during the last year by special circumstances—plague, which has been mentioned in the report, and the unrest which prevailed in this Colony and the neighbouring Province. These are factors which we must, in justice to the staff, take into consideration. There is a feature in the report which is not entirely satisfactory to my mind, and that

is the want of success achieved in athletics. There are some people who believe that boys come to school to learn as much as they can out of books. Well, most of us Englishmen hold a slightly different conception of what school life really ought to be. There is no better training ground for the character of boys than the playing fields of a large school, and I shall ask the Headmaster to allow those masters of the staff who are in charge of the athletic department to come and talk the matter over with me at Government House, because I know of what value such a training is in inculcating discipline, and what one of the offsprings of discipline—a sense of justice and fair play, in order that we may see if we cannot encourage a larger number of boys to take part in athletics with very great advantage to the record of the School. On the other hand, I am glad to see from the report that very much use is made of the Library in the School. Every boy who has learnt enough English to read English books has very great reason to be thankful for it is one of the richest literatures in the world, and any boy who can read the literature which the English language affords him is indeed fortunate. There is only one other point which I think I will introduce—it is really one that makes a Western person like myself smile—that is the average age of the candidates for marriage, or rather those who obtain leave of absence in order to get married. We learn that the average age is 17 years. Well, now, I can assure you, as a person of some experience, that a boy of 17 years of age has not sufficient experience to regulate his own conduct properly, let alone that of a wife—and it is no easy matter to regulate a wife. (Laughter.) I would advise you Chinese youths to imitate the men of the West, and defer marriage till you really have had enough experience of the world to undertake the heavy responsibility of married life. I am quite sure that this is sound advice. I can congratulate the College, I am glad to say, on its successes at the Canton Examinations, and also at the examinations at the Hongkong University. (Applause.) We are all proud of its records in the past, and I feel certain that it is a brilliant future before it, but the records of the past can only be continued in the brilliant colour in which they have been written by strenuous and consistent effort on the part not only of the staff but of the students, and I ask all students to remember that, and every day that you are in School do your best to do justice not only to the staff who are teaching you, to your parents or guardians who are paying for your instruction, but to the School itself, whose name you should always honour and whose name you should endeavour in your future life always to do credit to. (Loud applause.)

**HIS EXCELLENCY** then handed the students their awards, and afterwards announced that the College would break up that day and resume on March 3rd. He added, "I hope you will have a pleasant holiday." (Applause.)  
After lustrous cheers had been raised, the gathering dispersed.

## ELDOMADO OUTDONE.

## 18,000 PER CENT. PROFIT.

Mr. George F. Baker, chairman of the board of directors of the First National Bank of New York City, gave some astounding evidence of the profits of the bank before the Congressional Money Trust Commission.

He stated that the profits of the bank since its foundation in 1874 amounted to 18,000 per cent. on its original capital of \$100,000.

During its thirty-eight years' existence the bank, which is one of the principal supporters of Mr. J. P. Morgan's financial power, has made \$18,000,000 from its original \$100,000. This amount has partly gone to increase the bank's capital, partly for its reserve fund, partly in undivided profits, and partly in dividends.

In 1901 so much undivided profits was in the vaults that the capital was increased to \$2,000,000 by the simple expedient of declaring a special dividend for this purpose of 1,900 per cent., and there was the left undivided a surplus of \$2,338,200.

During the past four years the dividends to stockholders have averaged 55 per cent. per annum on the new capitalisation, or 1,120 per cent. on the original capital.

Mr. Baker further testified that he holds 20,000 shares, his son 5,000, Mr. J. P. Morgan 14,000, and two of Mr. Morgan's partners have small holdings. He described the bank's management as "a sort of happy family."

## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 31st January state:—

The local market has continued firm throughout the past week, and a fair volume of business has been transacted at, in some instances, further improved rates. Sterling "Rubbers," which showed indications of weakness during the progress of the London settlement between 28th and 30th inst., closed firmer at an all round improvement on the lowest points touched. Fine Hard Para Rubber closes at 4/3d per lb., and Smoked Plantation Sheets at 4/6 per lb. The open market rate of discount has advanced to 1 per cent., but there is no change in the Bank of England rate, which remains at 5 per cent. Bar Silver, after weakness closes at 28 9/16d, ready, 28 11/16d, forward, firm. Sterling T.T. is to-day quoted at 2/3, Shanghai T.T. at 7 1/2, and Singapore T.T. at 8 1/2. Consols have advanced to 7 1/2.

**BANKS.**—The local market for Hongkong and Shanghai is unchanged at \$95 with sales and probable buyers. London still quotes \$85 10s., but shares are unobtainable under \$87.

**MARINE INSURANCES.**—Unions have been booked at \$825 and \$830, market closing with sales and buyers at the former rate, and sellers at the latter. Cantons have been done at \$270 and close firm. North China are easier at Tls. 131, and Yangtzes unchanged at \$192 1/2 with ex 73.

**FIRE INSURANCES.**—Hongkongs have been booked at \$381, and at slightly under this rate there are buyers. Chinas continue in request at \$150, but shares are extremely scarce, and no sales are reported.

**SHIPPING.**—Hongkong, Canton and Macao are firm with sales and buyers at \$28. Indo-Chinas have improved to \$38 buyers of the combined Preferred and Deferred issues, and no shares are obtainable under an advance. China and Manila can be placed at \$10 and Star Transports at \$34. There are sellers of Dampier at \$34 and no sales reported. Shell Transports after weakening over the London settlement to a buying rate of 110/- are now in strong demand for London account at 112/6.

**REFINERIES.**—China Sugars have ruled quiet and close with sellers at \$100. Luzons have weakened to \$98, at which rate, however, a few shares can be placed.

**MINING.**—Tronohs after advancing to 85/- declined to a buying rate of 82/-, but are firmer again at the close with buyers at 85/9 for London account. Heawoods are in request at 4/3, and Pahang Consolidated at 10/9. Pusing Bharu has improved to 10/9 buyers. Raubs have been booked at \$4 and Chinese Engineering at 35/-.

**DOCKS, WHARVES AND GODOWNS.**—Hongkong and Whampoa Docks have strengthened, and after sales at \$57 to \$60, can now be placed at \$60. Hongkong and Kowloon Wharves have also improved, sales having been effected at \$78, \$77 and \$75, the market closing firm with no seller under the latter rate. New Amoy Docks are unchanged at \$75, and Shanghai Docks are now quoted at the improved rate of Tls. 72. Shanghai and Hongkong Wharves are slightly easier with probable sellers at Tls. 106.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Lands are wanted at \$101 ex the dividend of \$34 paid on 27th inst. Kowloon Lands have buyers at \$36, and West Point at \$54 1/2 ex dividend. Hongkong Hotels are unchanged at \$115 and \$73 for the old and new issues respectively, but at this there are buyers. Humphreys Estates have been booked at \$83, and more shares are procurable.

**COTTON MILLS.**—Ewos are easier with sales and probable sellers in the North at Tls. 140. Hongkongs have been done at \$83 and \$89, market closing with sellers at the latter rate.

**MISCELLANEOUS.**—China Borneos have sellers at \$104 and probable buyers at \$10. China Providents have been booked at \$9, Cements at \$4.35 to \$4.75, Union Water-Boats at \$13 1/2 ex dividend, China Lights at \$2.50, Watkins at \$3, and Hongkong Electric Trams at 5/15. There are buyers of Cements at \$4.25, Electricity at \$97, Rope at \$19 1/2, Steam Laundries at \$4, Powells at \$3, Watkins at \$3, and Weismans at \$18. Dairy Farms are procurable at \$23, Watsons at \$3, Pulpas at \$30, and Toerangies at 13/- Langkats are procurable at Tls. 74.

**LONDON QUOTATIONS.**—The following quotations (middle price) were received from our London Agents by wire this morning:—

United Serdangs	13/5
Linggis	28/5
London Ventures	6d.
Rubber Trusts	13/- premium.
Eastern Trusts	21/-
Tronohs	85/-
Pahang Consolidated	11/-
Pusing Bharu	11/6
Malayan Tin Druggers	77/8
Shell Transports	113/9
Indo-Chinas	165/-
Chinese Engineering	33/0
Hongkong Electric Trams	5/-
Ural Caspians	59/-
Mexican Eagles	39/-
Anglo-Malays	15/6

## THEFT OF NEARLY TWELVE THOUSAND DOLLARS.

On Tuesday evening the cashier at Wing Kee's, shipchandlers, Connaught Road Central, placed \$11,700 in notes into the safe in the office. The next morning, having occasion to go for the money, he found that the safe had been opened with a duplicate key and the money stolen. Information was given to the police, and searching enquiries were made by Detective-Sergeant Appleton, with the happy result that \$11,500 in notes was found some inside a bag quilted at 18 Graham

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96 A

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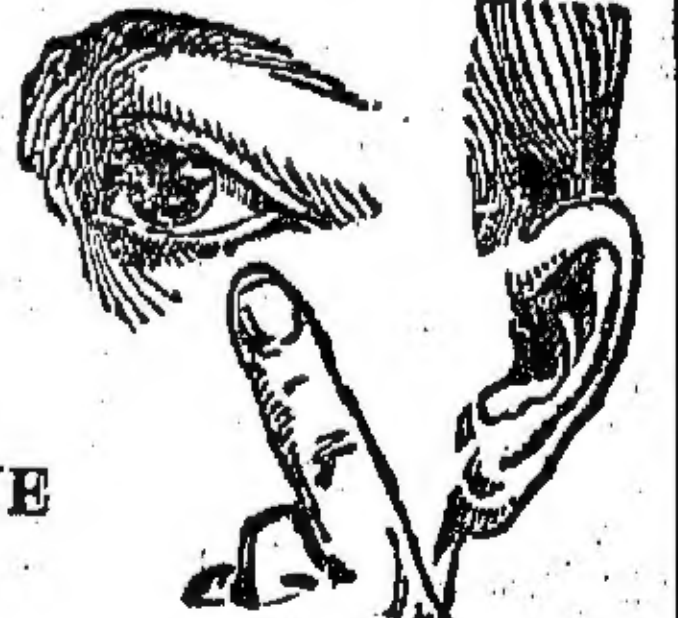
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Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

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THE HANKOW DISPENSARY CO., Ltd., Hankow. KAMP & CO., Shanghai.  
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JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS,  
KILMARNOCK, SCOTLAND.

### THE POSITION IN CHINA "QUIET ANARCHY."

The *Globe's* "special correspondent" at Peking, writing last month, said:—  
More than a year has now elapsed since the outbreak of the revolution, and it is nearly a year since the Provisional Republican Government was established at Peking. The time originally allotted to the Provisional Government has nearly run its course, and it is already being considered whether it will not be necessary to extend the time of provisional government, as so little has yet been accomplished in the matter of administrative reform. If it be asked what has been accomplished, it is hard indeed to point to anything tangible, except an endless series of paper systems and rules and regulations for various Ministers and Government offices, none of which can be put into force for want of funds.

Amid all the clamour of talk the cry goes up that if the squeeze of the officials under the Manchu Government was bad, the corruption of the new Jacks-in-office is a thousand times worse. Where in former days it was necessary to pay every great man handsomely in order to get things done, it is now necessary to pay a host of little hangers-on. The most important of all the measures introduced by the revolutionaries was the abrogation of the very salutary rule under the Manchu dynasty by which the high provincial officials were never allowed to serve in their own province. This gave the Central authority their chief check on provincial independence, in fact, the appointment of the high provincial officials and military governors was the main link which bound together the various provinces of China under the throne. With the substitution of popular election of those officials for nomination by the Central authority, this centripetal influence was changed into a centrifugal one, as these officials became dependent less on the Central Government and more on the goodwill of their fellow provincials. A recent Presidential mandate makes some attempt to correct this matter by laying it down that the provincial Governors shall recommend for nomination as magistrates of prefectures, districts, and cities, the most suitable persons available irrespective of their province of origin; but the most important matter, that the heads of provincial Governments are still liable to be elected by the provinces and are only approved by the President, still remains uncorrected. The other most important reform made so far was that it was intended to finance the provinces through the Central Government.

This was a decided improvement, and had it been persisted in until the provinces were so far reorganised as to be able to borrow money on sound security, subject to the approval of the Central Government at Peking that control over the provinces, and over the public services throughout the country necessary to weld it into a coherent whole. However, the failure of the Government to conclude arrangements for a consolidation loan has resulted in their practically telling the provinces to manage their own affairs, regulations have been issued for loans made by the provinces to be sanctioned by the Central Government, and, subject to this slight remaining check, the provinces regain their financial independence of Peking, and are free to go on piling up a load of debt regardless of the day of reckoning. The condition of China may be said to be one of quiet anarchy. Quiet, because with their patriarchal system of government the Chinese have a remarkable capacity for managing their own parochial affairs so long as they are not subject to official oppression—a capacity which may rather be said to be one of stewing in their own juice, living contentedly in filthy towns, contentedly watching roads, bridges, &c., falling into disrepair without insisting on their officials keeping public works in order. And anarchical, because amid all the clamour of talk about what ought to be done, no one has the authority to order anything to be done; and so far all the fine promises of the revolutionaries about opening up the country, developing its resources, welcoming the co-operation of foreign capital, and so forth, have remained just promises.

As to the welcoming to foreign capital, the attitude of the Young China Party just as much as of the old school, has so far been that they will gladly welcome foreign capital, always provided that the foreign capitalists will kindly lend it without any real security. Such minor matters as the mutinies at Canton, Nanking, Peking, &c., and in recent days at Tungechow, Sianfu, Kalgan, Wuhu, &c., are only manifestations of the state of anarchy prevailing; and by their very mildness have shown how peaceable even the Chinese soldier is until pushed to extremes by being maintained with arms in his hands, but without food and pay in the midst of plenty. The net result of a year's work is that at the present moment the position of the Central Government of the Republic is more insecure than at any time since the 1st May last, and unless the financial question is properly settled it is only a question of how much longer the vast experiment of setting up a Republican form of Government, and it is indeed only a form, in this the most "Asiatic" of all countries can endure.

Meanwhile Yuan Shih Kai bides his time. He is the only man in China who really counts. Whether he intends to make a *coup d'etat* when they are quite at the end of their tether, or with the help of his chosen friends to continue as a nominal president like Diaz of Mexico, who shall say? Certain it appears that in the event of a *coup d'etat*, Canton and other southern provinces would be bound to separate from the north. Meanwhile it is interesting to note that the more important Ministerial posts are gradually being filled by Yuan's chosen spirits, while the revolutionary leaders are being provided with semi-official posts in which to work for the industrial development of the country. In these well-salaried positions they are free to work out the gospel they have preached, and while the President may profit by their success, he need not reap the discredit of their failure.

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A Drink to be grateful for.

Not simply a thirst-quencher or stimulant, but just the purest and most health-infusing spirit that has ever been produced—

## Wolfe's Schnapps

Aromatic Schiedam

the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

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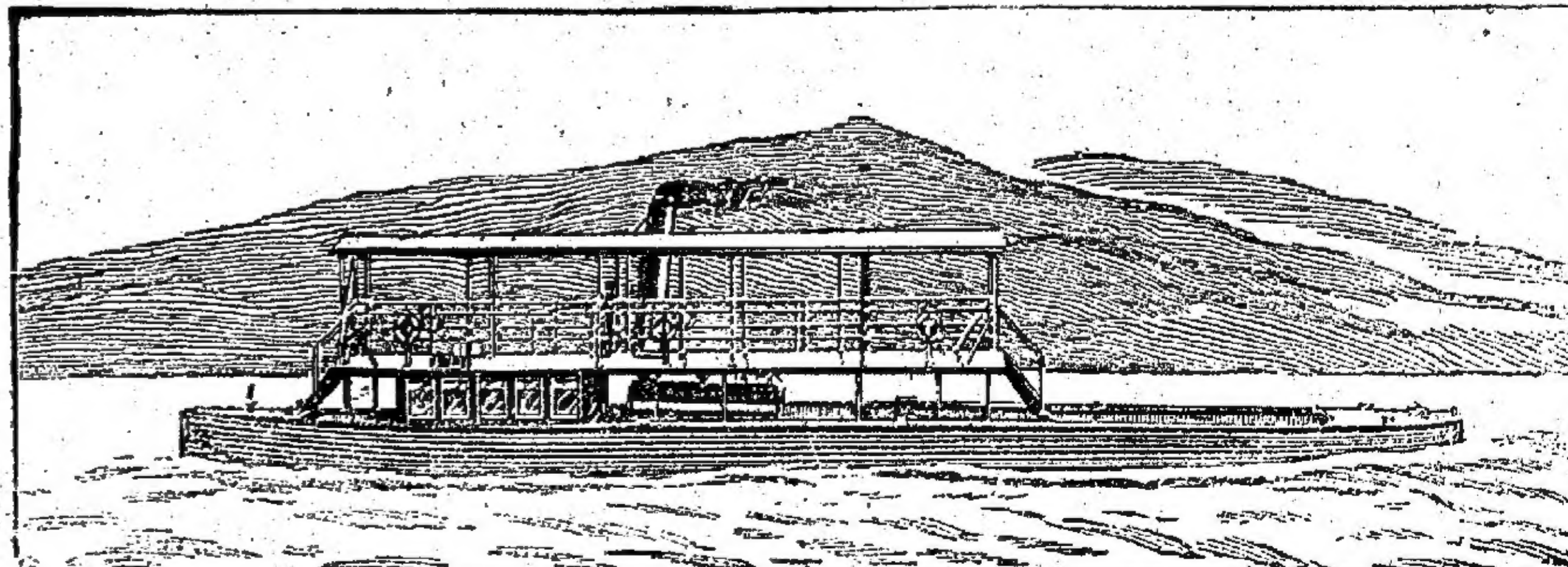
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## A Lay Preacher



## Brain Fag, Nervous Exhaustion—

Just a change of opinion was enough to give Mr. W. King his present prosperity, for he realised in the nick of time that his way was not curing his brain fag and nervous exhaustion, so he tried the Phosferine way. Mr. King's method was to ignore his despondency and feeling of collapse, and persuade himself there was nothing unusual in the painful fatigue, the lightest effort to work cost him, until, as he steadily got worse, he resolved to drop his own opinion and see what Phosferine could do. The result was so astonishingly beneficial, even after a few doses, that the brain fag and nervous exhaustion ceased entirely, enabling him to do more work than before and yet not feel the strain. This remarkable advantage is seen in the extraordinary energy and vigour of Mr. King's public speaking, and so amazingly have his prospects improved since his speedy recovery, that he declares he had to come forward with the evidence of the magnificent benefit he derived from Phosferine.

## Quite Gone—Never Return.

Mr. W. J. King, School House, Trumpington Rd., Forest Gate, London, E., writes:—"I am writing to add my name to the list of those people who have found Phosferine to be the Greatest of all Tonics. Some time back I was very much run down through overstrain brought on by incessant bodily exercise and mental application. The usual tendency of mankind is to give up some of their work, have a rest, and at the same time take medicine, so I endeavoured to keep going on without seeking advice, but as I was getting worse I found that policy would not do. Having heard many friends speak about Phosferine, and one in particular offering me some, I decided to give it a trial. Purchasing a 2/6 bottle, I began to doctor myself. The result not only astonished me, but others also noticed how much better I was, even although I had only taken a few doses. I found I could do the same amount of work easier, and at present am able to do more than before and yet not feel the strain. I have a good deal of public speaking, and I find an occasional dose of Phosferine is a great benefit."—May 28, 1912.

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H.M. the Queen of RumaniaH.M. the Queen of Spain  
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And the Principal Royalty and Aristocracy throughout the world.

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The 2/6 size contains nearly four times the 1/6 size.  
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Preserves, Beautifies, Restores it. Closely resembles the natural oil in the hair, which nature provides for its preservation. No other article possesses this property. Without it the hair becomes dry, thin, and withered. Poor hair mars the effect of a beautiful face. Good hair adds charm and interest to a plain one; every Toilet Table should possess this oil.

LADIES should always use it for their own hair and for their children's hair as it is the foundation of a beautiful growth. Golden Colour for hair hair. Oil Stores, Chemists, and ROWLAND'S, 57, Hatton Garden, London. Avoid cheap worthless imitations—buy only Rowland's.

## REVIEWS.

Galbraith of Wynates. By E. EVERETT-GREEN. London: Stanley Paul &amp; Co.

It is difficult to imagine a young girl kept almost a prisoner, in this twentieth century, by a kinsman in her heritage in Yorkshire. This apart, Miss Everett-Green has written a clever story, based on the somewhat original woe of "a strong man." Galbraith of Wynates is a well-drawn character, and the whole interest of the story centres in his love of his young kinswoman. The story moves quickly and grips the interest of the reader, and the end comes with something of a surprise.

The Ban. By LESTER LUBRAN. London: Stanley Paul &amp; Co.

An infinite sadness pervades this story. It deals with the vexed problem of "mixed marriages." A pretty and charming English girl marries a man who has, unknown to himself, Red Indian blood in his veins. His ancestry is revealed to her in a way that raises an insurmountable barrier between husband and wife, and the end is tragic. If there had been real love on the wife's side, there need not have been any tragedy; but besides this lack there is the whole weight of a selfish crew of relatives against the unhappy husband, who remains most lovable to the end. The author is not quite convincing, but he succeeds in making us realise the strength of prejudice that exists in English middle-class society against everything and everyone that is not English in the limited view they take of a world that, after all, cannot be wholly English.

The Marble Aphrodite. By ANTHONY KIRBY GILL. London: Stanley Paul &amp; Co.

We welcome the advent of this talented writer, and look forward eagerly for the next work from his pen. Here we have displayed imagination, skill in composition, a richness and purity of diction seldom met with nowadays in the modern novel. A knowledge of art, as it is revealed in painting and sculpture, poetry and music and the drama, is coupled with a knowledge of West-land London, and all of these are blended into an exquisite work which stirs the imagination and stimulates one's love of the pure and beautiful. Throughout, there is a sub-acid flavour of cynicism that is not altogether disagreeable, and we get tangled ends of the lives of minor characters; but it all works out to bring into relief the inspiration and emotions of the young artist whose Aphrodite is the wonder of an artistic age. Naiads do not appear nowadays in the gardens of Chelsea; they do not—as a general rule—pose in the studios of Chelsea and South Kensington, at least, so far as our knowledge goes of the model of the present age; and we must assume that the Naiad of Aubrey Carroll's fountain existed only in his imagination and was sent merely to be his inspiration of the ideal. There is no need to say more with regard to the story or its characters. Whoever reads it will, we think, agree with us that "The Marble Aphrodite" is a high-class piece of writing, imaginative, artistic and virile.

A Modern Ahab. By THEODORA WILSON WILSON. London: Stanley Paul &amp; Co.

The fact that this novel has reached a second edition almost makes a review notice superfluous; but there must be some readers who like ourselves have not been introduced to Miss Wilson before, notwithstanding the long list of titles already standing to her name. For our own part, we have been so deeply impressed with "A Modern Ahab" that we promise ourselves the pleasure of a more intimate acquaintance of such a delightful writer. Touching human nature in all the elemental emotions, she possesses the qualities requisite for a successful novelist. Humour she has in plenty, yet, like all truly humorous writers, she can touch the deepest pathos with just that artistic touch which never degenerates into bathos. We may not agree with the political ideas she expounds, but we cannot deny the earnestness of her own convictions, and it is that sincerity of conviction which makes us respect her for the wholeheartedness of her advocacy of what some of us might term extreme Socialistic views. But though there is deep political teaching underlying this story of Westmoreland Dale life, there can be no gainsaying the profound knowledge of human character she possesses, nor the knowledge of the cruel necessities and foolish conduct which breeds that bitter class animosity so dangerous to the well-being of England at the present time. Miss Wilson, however, does not go to the slums for her characters. They are to be found amongst the middle-class of working men and women who, for the most part, make up the active political masses of England—the class which is doing so much at present to bring about a levelling up—or down—of English society, a class which may be likened, without overstraining the parallel, to the essayists who led up to the French Revolution and made it possible. This is a most touching story, however we look at it, written with a delicacy and a skill too often lacking in these days of slapdash writing, and we are sure no man or woman capable of deep feeling could read it without being the better of having done so. It is clean and wholesome through and through, a testimonial that cannot be given to many of the novels turned out by women writers nowadays.

Captain Hawks, Master Mariner. By OSWALD KENDALL. London: Stanley Paul &amp; Co.

A story without a heroine! It is almost impossible to believe that a modern novel can be turned out without a love interest, yet the author has not only succeeded in doing so, but has succeeded in giving us a story of adventure which holds our attention from cover to cover. Captain Hawks, when the tale opens, is in San Francisco. He has purchased a vessel, said to be a sloop, wrecked on an island lying within the Arctic Circle, north of the Behring Straits. In a schooner called the *Elle Deans*, and accompanied by a very mixed crew, chief of which are George Henry Grammet, his mate (who tells the story of the cruise), and a delightful little Cockney named Wilfred Gee (cook), better known as "Cecily," Wilfred, Captain Hawks sails north to save the sea-kings supposed to be on board his new purchase.

## CONSTIPATION.

The Cause of much Suffering.

When the Bowels are clogged—the waste matter decays and ferments and enters the blood, and is carried to all parts of the body, producing Headaches, Biliousness, Sleeplessness, Heartburn, Loss of Appetite, Indigestion, Neuralgia, Rheumatism and various other ailments disturbing the Heart and Nervous System, and if continued is liable to cause inflammation of the Bowels, Liver and Kidneys. Nature often requires a little assistance, and if this assistance is given at the first indication much distress and suffering may be averted. Mothers, especially, should guard the health of their children, and inculcate regular habits from infancy. As a family remedy for Constiveness, Dr. MORSE'S INDIAN ROOT PILLS have a wide reputation. They are mild in their action, causing neither weakness nor sickness and do not gripe, and may be used by old and young, weak and strong.

They are a perfect blood purifier and a positive and permanent Cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy, placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-colored bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

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INDIAN ROOT  
PILLS  
FOR THE LIVER

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

They do not Weaken. They do not Sicken. They do not Gripe.

Adventure follows close upon the heels of adventure, after the style of Jack London's stories, and those of us who know the sailor-magazine—or think we do—are lured on from incident to incident as much from the author's way of telling the story as from the inherent possibility it contains. His style is a mixture of W. W. Jacobs and Jack London, and having said that we think we can leave it to our readers to guess how it is that "Captain Hawks, Master Mariner," has reached a second edition.

## A RIDE IN A HANSON CAB.

STRANGE VEHICLE IN REGENT-STREET.  
From the Daily Mail of the 4th January we take the following:—

Londoners of the present generation are afforded by the taxicab strike an interesting glimpse of the ways of life of their predecessors. The withdrawal from the streets of so many of the taxicabs has tempted back into the taxicab area some specimens of a curious vehicle called the "hansom," which in the days before the modern development of mechanical science was in such general use for passenger transport in the metropolis that it was described as "the gondola of the London streets."

"I found one of these curious vestiges of the old times in Regent-street yesterday afternoon," writes a correspondent, "and with a pleasing sense of adventure hailed him for a ride. The vehicle has a single-seater hooded body mounted upon a two-wheeled chassis with two projecting prongs or 'shafts' between which, by a complicated system of leather ligaments, a tractor horse is attached to supply stability and motive power. The pilot, or 'George,' as he is more correctly described, occupies an oddly placed seat projecting from the rear gable of the body at a sufficient height to give him a clear view over the roof of the vehicle of the roadway and the movements of his tractor quadruped.

## METHOD OF STEERING.

"Steering is accomplished not by wheel, but by two long leathern thongs running through guiding rings and socketed at either end of a rudimentary lever fixed in the horse's mouth at right angles to the line of direction in such a manner that the pilot or 'George,' by drawing one or other of the lines, can cant the horse's head to the right or left according to the direction in which it may be required to proceed. By pulling upon both thongs together the horse's head is retraced and his weight thrown backwards so as to provide an effective brake, and even in cases of necessity to reverse the power.

"For accelerating purposes the 'George' employs a long wand ending in a leathern thong. Access to the vehicle is gained by a strangely contrived double half-door opening just in front at an angle of about 60 deg., and opening upon a little low platform to which the traveller mounts by a small iron step. The odd appearance of the 'hansom' is completed by the huge size of its two wheels.

"I confess it was with some trepidation that I climbed upon the platform, lowered myself backwards into the seat, and shut myself in behind the folding half-door. There was a feeling of unstable equilibrium about the structure, the fore and aft stability of which depends upon the horse keeping his feet. I could understand how it was that in former days a hansom-cab ride seemed to have a flavour of dashing, devil-may-care adventure, and was regarded by young ladies almost as a defiance of all fashioned conventions.

## UNSCIENTIFIC HORSE.

"The journey recalled in an odd way something of the sensations of the first ride in an aeroplane. I perceived at once that the driver was nervous and uncomfortable, and I frankly confess that I found myself wishing I had not been so rash. For in the press of traffic in Regent-street that old vehicle seemed terribly out of place. Time after time

the pilot pulled the horse's head round to the right in order to cross the street, but before the animal could start motor-cars came dashing by in streams and forced us back to the curb. After a time a policeman held up the traffic for us, but when we joined the stream on the other side the sense of peril grew. The motor-cars passed us so fast and so close that they crowded us to the curb.

"They could steer so exactly that I had no fear of a motor-car running into us, but the horse's unsentient mechanism caused constant disturbance of the balance of the chassis and created an uneasy sort of presentiment that he was going to fall down and tip me out under a motor-omnibus. But the worst sensation was going down the hill in St. James's-street. With the weight thrown forward upon his back the horse seemed conscious of impending disaster. We got through safely, but I was glad when it was all over.

"It's all up, captain," said the driver, "we shall never come back. The strike was a place for us. I thought the strike was a good chance to see the old streets again, but there's too many taxis out as it is, and London's all altered. There isn't a driving room. Most of us have had to sell the 'orses and eat the 'arress," he added as he announced that he should return to Golder's Green, there to carry theatre parties between the cottage and the 'tube' station."

SUFFERERS FROM  
SKIN & BLOOD  
DISEASES

such as ECZEMA, SCROFULA, BAD LEGS, ASCARIDES, ULCERS, GLANDULAR SWELLINGS, BOILS, PIMPLES, ERUPTIONS, PILES, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments so-called balms, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

CAN BE CURED  
ONLY BY PURIFYING THE BLOOD.

For cleansing the blood of all impurities, from whatever cause arising, there is no other medicine just as good as Clarke's Blood Mixture—that's why in thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

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Mixture

THE WORLD'S BEST BLOOD  
PURIFIER  
HAS CURED THOUSANDS.  
WILL CURE YOU.  
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Vendors throughout the World.  
REFUSE SUBSTITUTES.

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unequalled for flavour and purity.  
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## TO LET

## TO LET.

**N. O. 27, ROBINSON ROAD. SIX ROOMS.** with Outhouse, Commanding View of the Harbour. Apply to—  
F. X. D'ALMADA & CASTRO,  
33, Queen's Road Central,  
Hongkong, 18th January, 1913. [204]

## TO LET.

From 1st February, 1913.

**FURNISHED or Unfurnished, 6, Mountain View, Peak, containing SIX ROOMS.** Apply to—  
W. B. LORLEY & Co.,  
York Buildings, Chater Road,  
Hongkong, 17th December, 1912. [72]

## TO LET.

**N. O. 24, WYNDHAM STREET.** From 1st April. 4-Bedroom House, 3 minutes from Clock Tower. Apply to—  
B. A. CARVALHO and J. V. BRAGA,  
14, Arbuthnot Road,  
Hongkong, 31st January, 1913. [253]

## TO LET

**OFFICES or STOCK-ROOMS. ONE LARGE ROOM and SMALL PRIVATE ROOM.** Very Central. Apply to—  
Care of "Daily Press" Office,  
Hongkong, 29th January, 1913. [245]

## VACANT.

**ON Upper Levels, a LARGE AIRY ROOM** with Bathroom attached. Suitable for One or Two Gentlemen. With or without board. Apply to—  
"A. M. A."  
Care of "Daily Press" Office,  
Hongkong, 27th January, 1913. [235]

## OFFICES TO LET.

**FIRST-CLASS Central Accommodation.** Light and Airy, on FIRST and SECOND FLOORS, in New Building being erected for Messrs. WHITEHEAD LAIDLAW & Co., Ltd. Entrances from Des Voeux Road, Electric Lift to all Floors, Electric Light throughout. The plan can be seen and all particulars obtained at the Offices. Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor, Hongkong, 21st December, 1912. [73]

## TO LET

**N. O. 21, SHELLEY STREET.** "CRAIG RYDIE," No. 4, The Peak, To Let. 8 ROOMS, Tennis and Croquet Lawns; Fine Situation. 3, DES VOEUX VILLAS, No. 52, PEAK, 5 ROOMS. No. 119D, THE PEAK, Furnished, from Middle of April until end of October, 1913. FOUR BEDROOMS, Tennis Court and Garden. No. 6, DES VOEUX VILLAS, 58, THE PEAK, from 1st March, 1913. Premises will be thoroughly repaired, painted and colourwashed. From 1st February, 1913, MERION, No. 10 PEAK, Furnished or Unfurnished, 6 ROOMS To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913. For Sale, "HARTING and BOGATE" on part of Kowloon Island Lot No. 1154. Apply to—  
L. L. LESTER & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 14th January, 1913. [64]

## TO LET.

**N. O. 2, WEST END TERRACE, Shamson.** From 1st May, 1913. 153, PRAYA EAST, GODOWN. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st February, 1913. [65]

## TO LET.

**ON 2nd FLOOR, No. 2, PEDDER STREET. ONE-BEDROOM OFFICE.** Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [66]

## TO LET.

**LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water Front, East Point.** For further particulars apply Property Office JARDINE, MATHESON & Co., Ltd. Hongkong, 15th August, 1912. [67]

## TO LET.

**SHOP in ALEXANDRA BUILDINGS.** Apply to—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 27th November, 1912. [69]

## FISH!

## FISH!

**WE have Just Received DIRECT FROM ENGLAND, A New Shipment of Specially Selected Smoked FILLETS, KIPPERS, HADDOCKS.** THE DAIRY FARM CO., LTD [28]

## GRACA &amp; CO.

POWELL ST. (Hongkong Hotel Building) Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c. Just Received FRESH SUPPLY OF VEGETABLE SEEDS. [134]

## WHAT EUROPE THINKS OF ENGLAND.

## INCREASING PRESTIGE EVERYWHERE.

BY G. VALENTINE WILLIAMS.

(Special Correspondent of The Daily Mail at Vienna since the Beginning of the Balkan War.)

The wane of the year, a season when men are wont to retire within themselves and glance for an instant, as it were, at their reflection in the mirror of their neighbour's mind, is a fitting moment to indulge in a brief spell of national self-communion and consider what the foreign nations are thinking of England at the opening of the Year of Grace One Thousand Nine Hundred and Thirteen. The result is satisfactory. In foreign eyes to-day England stands higher than she has stood for many years. Without bloodshed, without menace, by scrupulous loyalty to her friendships, and by a devotion to the cause of peace, springing from moral as well as material considerations, the British Government has taken the helm of Europe to such good purpose that the ship bids fair to steer clear of the dangerous shoals of the Balkan War into a safe haven.

## SIR EDWARD GREY'S SUCCESS.

Sir Edward Grey has accomplished the seemingly impossible. He has assembled the Balkan belligerents about the conference table at St. James's Palace with a clearing-house of the Great Powers round the corner, where the different decisions of the Peace Conference will be examined. He has been the first to translate into action the continually repeated political maxim that alliances are the surest pledge of peace. He has shown the Triple Entente and the Triple Alliance working as harmoniously as may be for a common aim, and Continental Europe, the Christ-mas season ruined by alarms of war, breathes again reassured. If Sir Edward Grey succeeds in bringing off the "double event" in London—the conclusion of peace and a satisfactory ratification of the Balkan settlement by the Great Powers—he will achieve a success in Continental eyes which can only be described as dazzling. For it is the peoples groaning beneath the burdens of enormous armaments who best estimate the benefits of peace.

Thus, almost overnight, England's prestige in foreign affairs has been re-established after a long spell of years in which the voice of British, once all-commanding, has been all but unheeded. Do not remember, an experienced diplomatist said to me the other day, "I never period during my official career at which England has stood higher than at the present time." Once more men are taking on the Continent, "What does England say!" as they did in the days of Disraeli; but there is little inclination now to interpret England's dictum as the voice of greed and strife, but rather as the voice of the honest broker, best suited to adjust differences as the friend of both parties.

## HOW ENGLISH PRESTIGE WAVED.

For many years our foreign prestige had been ebbing, and the feeling, everywhere prevalent abroad, that England, racked by internal dissensions, had lost all interest in foreign affairs, assisted the process. The French particularly believed that British foreign policy was too dependent on party considerations, and were constantly concerned lest the peace-at-any-price wing of the Radical Cabinet might be strong enough to force on Sir Edward Grey, whose personal loyalty to France has never been doubted in Paris, a line of conduct towards Germany which would wreck the *entente cordiale*. The defeat of the Triple Entente by the Triple Alliance in the annexation crisis, after the strong line taken by the British Press, helped to lower our prestige still further on the Continent.

It was Mr. Lloyd George who first corrected the impression that the present British Government would put up with everything rather than risk conflict. His famous speech at the height of the Agadir affair, announcing Great Britain's active support of France, produced an enormous impression on the Continent. That speech marked a turning-point in Mr. Lloyd George's career as well as in the history of British prestige abroad.

From the greatest evil the greatest good may result. Possibly the most important effect of the war in the Balkans will prove to be the rapprochement it has brought about in Anglo-German relations. What all the junketings and speeches of peace societies have failed to effect the recognition of a common interest promises to realise, and to realise thoroughly. England and Germany are united in a common desire to keep the peace. England because she would infinitely be drawn into a conflict which, though nominally about a Serbian port, would in reality be the final test of strength between the two systems of alliances in Europe; Germany because (among other reasons) in the present internal situation of Austria-Hungary a violent shock of any kind, whatever the result, might shake the fabric of the Dual Monarchy in such a way as considerably to diminish its effectiveness as Germany's ally.

## THE HONESTY OF DOWNING-STREET.

When Mr. Asquith announced at the Lord Mayor's banquet that "His Majesty's Government would deprecate the raising and pressing of isolated questions as long as a state of belligerency exists," the first impression in Vienna was that this was another attempt to the Austria-Hungary's hands in the Balkans. But the policy of Downing-street has been so transparently honest, so anxious to allow for Austro-Hungarian susceptibilities, that the Asquith formula has prevailed. England has so far managed to reconcile all parties, with the result that even Russia has subscribed, with the other Great Powers, to the principle of the autonomy of Albania, and Serbia has become more manageable.

That the war in the Balkans has hitherto been localised is a great credit to the joint efforts of British and French diplomacy, for it must not be forgotten that it was M. Poincaré who took the initiative as honest broker. But it may be necessary for Sir Edward Grey to insist with emphasis on the sympathy shown by Russia and Serbia towards the cause of peace in response to Anglo-French representations before the new map of the Balkans can be definitely consigned to its place in the atlas. Though in Vienna the recognition of Albanian autonomy by Europe is accounted a signal



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**REMINGTON TYPEWRITER CO.** (INCORPORATED).

**SIEMSEN & Co., (MACHINERY DEPT.),** HONGKONG AND CANTON, General Agents for South China, Formosa, etc. N.B.—Please write and return of post will bring you free of charge an illustrated booklet, "Teach Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [432]

triumph for Austro-Hungarian policy, there are no signs as yet that the Dual Monarchy will acknowledge the complicity of Europe by withdrawing part at least of the formidable array of troops it has massed on its Galician and Serbian frontiers. As long as the Austro-Hungarian frontiers bristle with bayonets it is difficult to be rid of the disagreeable feeling that at the meeting of Ambassadors Count Mensdorff has a pistol in his pocket.

**NEW POPULARITY OF LONDON.** A word to conclude about the amazing popularity of London abroad. Whether it was that King Edward brought a breath of fresh air into Court and society life in the metropolis; whether it was that the throngs of French people who went to London for the Entente Cordiale Exhibition, and liked London so much that they returned again and again, set the fashion, the fact remains that during the last five years the charm of London as a social centre has been discovered on the Continent. A few weeks in London in the season is now an almost obligatory item in the social calendar of the moneyed young man or maid in France, Germany, Holland, Austria-Hungary, and even Spain. It is frankly the social life, more active, more high-spirited, more elegant, more hospitable, and more accessible than in any other capital that attracts. London is beginning to take the position that Paris occupied during the dazzling days of the Second Empire.

## UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—  
ADDRESS. FROM.  
Astor House ... .. Dairen  
Campbell ... .. Kobe  
Cheong ... .. Kobe  
Ge ... .. Kobe  
Matsushima, "Tokato Maru" ... .. Kobe  
Seng ... .. Kobe  
0482 3068 ... .. Kobe

## The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

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Braceball and Family, Care Str. ... .. Dairen  
Sicilia ... .. Kobe  
Cheong ... .. Kobe  
Ch ... .. Kobe  
Cornelius, Agents ... .. Kobe  
Cory ... .. Kobe  
Dale ... .. Kobe  
Eng ... .. Kobe  
George ... .. Kobe  
Hawking ... .. Kobe  
Hippo ... .. Kobe  
Hockley ... .. Kobe  
Koury ... .. Kobe  
Kuba ... .. Kobe  
Lessauchen ... .. Kobe  
Rous ... .. Kobe  
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Tong ... .. Kobe  
Walong ... .. Kobe  
Wilks ... .. Kobe  
Yamshita ... .. Kobe

## NOTICES TO CONSIGNEES

**TOYO KISEN KAISHA.**

**NOTICE TO CONSIGNEES.**

**S.S. "SHINYO MARU."**

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 1st Feb., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 7th Feb., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 8th Feb.

All Claims must be filed on or before 14th Feb., otherwise they will not be recognised.

S. MORIMOTO, Agent.

Hongkong, 31st January, 1913. [254]

## INTIMATIONS

## TO-DAY

The Remington Typewriter Factory is working all day and all night, and is "Six Thousand Machines behind in its order."

The extensive enlargements to this factory, recently completed, have already proved inadequate to supply the rapidly increasing demand for the Visible Remington Models, and contracts have just been let for another and even vaster addition to the works.

For 10 months of 1911 our business has been larger than for the whole 12 months of any year since the beginning.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

"SOMALI"

Arrived Hongkong on 26th January, 1913.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's surveyors, Messrs. GODDARD and "DODD," at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be received.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 27th January, 1913. [1]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship "SHIMOSA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd Feb. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th Feb., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 3rd Feb., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODD & Co., Ltd., Agents.

Hongkong, 27th January, 1913. [242]

## S.S. "VILLE DE LA CIOTAT."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or other ports, via Havre, are hereby informed that the "Ville de la Ciotat," in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 3rd Feb., at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 6th Feb., or they will not be recognized.

All damaged packages will be examined on the 3rd Feb., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 28th January, 1912. [2]

## BUDGET OF GOOD THINGS

## JUST ARRIVED

for Children and Grown-Ups.

Selling Off at Bed-rock Prices.

Call Early before the Season is over.

**HOOSAIN-ALI & Co.**

No. 14, Queen's Road Central.

Hongkong, 24th December, 1912. [45]

## SHORTLY READY.

## THE DIRECTORY &amp; CHRONICLE 1913.

**FOR CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.**

## FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete as each case it can be made, but each Colony, Port, or Settlement is preceded by a DESCRIPTION, carefully revised each year, most of which will serve as accurate Guides to the TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, picked up from the most reliable sources, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps and Plans, pp. 1,883, \$10.00. Directory only, pp. 823, \$6.00.

The Descriptions and Directions are of

**CHINA**  
Peking, Tientsin, Hankow, Shanghai, Canton, etc.  
**JAPAN**  
Yokohama, Kobe, Osaka, etc.  
**CORREA**  
Manila, Cebu, Iloilo, etc.  
**INDO-CHINA**  
Haiphong, Saigon, etc.  
**SIAM**  
Bangkok, etc.  
**STRAITS SETTLEMENTS**  
Singapore, Penang, etc.  
**MALAY STATES**  
Batavia, etc.  
**NETHERLANDS INDIA**  
Sourabaya, etc.  
**PHILIPPINES**  
Manila, Cebu, etc.  
**BORNEO**  
Singapore, etc.

## SHIPPING IN PORT.

## STEAMERS.

ANNUAL, British str., 1,350, J. B. Harris, 25th January—Shanghai 26th January, General.—Jardine, Matheson & Co.

CHEONGSHING, British str., 1,959, V. McO, Liddell, 26th January—Bangkok 26th January, General.—Jardine, Matheson & Co.

CHIPSING, British str., 1,190, F. Moore, 24th January—Bangkok 10th January, Rice.—Jardine, Matheson & Co.

DAIJIN MARU, Japanese str., 899, D. Fuchigami, 30th January—Tientsin 27th January, General.—Osaka Shosen Kaisha.

EASTERN, British str., 2,272, Baikie, 30th January—Kobe 24th January, General.—Gibb, Livingston & Co.

EMPEROR OF JAPAN, British str., 5,940, E. Robinson, R.N.R., 18th January—Vancouver 28th December, Mails and General.—C. P. R. Co.

HARGSON, British str., 1,356, S. Wilde, 27th January—Shanghai 24th January, General.—Jardine, Matheson & Co.

ISAKURO MARU, Japanese str., 3,262, E. Nishikawa, 15th January—Yokohama, Order.

KAIKONG, British str., 1,025, J. V. Sidford, 17th January—Manila 14th January, General.—Butterfield & Swire.

KORSA, American str., 5,651, A. W. Nelson, 28th January—San Francisco 27th December, Mails and General.—Pacific Mail S.S. Co.

KUMKOW, British str., 1,450, Martin, 20th January—Saigon 23rd January, Rice and General.—Chinese.

LOVAT, British str., 3,901, R. Glegg, 28th January—Shanghai 25th January, General.—Dodwell & Co.

LUCHOW, British str., Methrell, 30th January—Hongkong 20th January, Coal.—Butterfield & Swire.

MEXICO MARU, Japanese str., 3,700, N. Kobayashi, 27th January—Tientsin 24th December, General.—Osaka Shosen Kaisha.

MINNESOTA, American str., 13,333 T. W. Garlick, 24th January—Seattle 16th December, General.—Nippon Yusen Kaisha.

MUREX, British str., 3,008, H. Milles, 27th January—Tientsin 20th January, Liquid Fuel.—Asiatic Petroleum Co.

NELSON, British str., 4,600, B. C. Lewis, 19th January—Shanghai 18th January, General.—Butterfield & Swire.

OTARU MARU No. 2, Japanese str., 1,070, Yoshioka, 16th January—Mitsui 10th January, Coal.—Mitsui Bussan Kaisha.

RANGSON MARU, Japanese str., 3,183, Y. Kamoshita, 20th January—Mitsui 15th January, General.—Nippon Yusen Kaisha.

SABINE, RICKMERS, Dutch str., 513, De Vries, 25th January—Poonchow 23rd January, Bulk Oil.—Asiatic Petroleum Co.

SHANSHI, British str., 1,232, Simons, 22nd January—Swatow 21st January, General.—Butterfield & Swire.

SHINBU MARU, Japanese str., 3,292, Idsumi, 29th January—Mitsui 23rd January, Coal.—Mitsui Bussan Kaisha.

SOMALI, British str., 4,192, W. Cooke, R.N.R., 26th January—London 14th December, General.—P. & O. S. N. Co.

SZCHOWEN, British str., 1,142, E. J. Jones, 21st January—Port Courbet 19th January, Coal.—Butterfield & Swire.

TITANIA, German str., 1,600, Vogt, 23rd January—Tientsin 19th January, Coal.—Mitsui Bussan Kaisha.

WIL—Crown.

YUKAWA, Dutch str., 3,061, Saitoh, 27th January—Sourabaya 17th January, Sugar and General.—Java-China-Japan Lin.

YUEKANG, British str., 1,120, P. H. Rolfe, 23rd January—Manila 25th January, General.—Jardine, Matheson & Co.

CALCUTTA ... Messrs. Thacker, Spink & Co.  
HONGKONG ... Messrs. Thacker, Spink & Co.  
KOLKATA ... Messrs. Thacker, Spink & Co.  
RANGOON ... Messrs. Thacker, Spink & Co.  
SINGAPORE ... Messrs. Thacker, Spink & Co.  
YOKOHAMA ... Messrs. Thacker, Spink & Co.

## SHIPPING IN PORT.

## STEAMERS.

ANNUAL, British str., 1,350, J. B. Harris, 25th January—Shanghai 26th January, General.—Jardine, Matheson & Co.

CHEONGSHING, British str., 1,959, V. McO, Liddell, 26th January—Bangkok 26th January, General.—Jardine, Matheson & Co.

CHIPSING, British str., 1,190, F. Moore, 24th January—Bangkok 10th January, Rice.—Jardine, Matheson & Co.

DAIJIN MARU, Japanese str., 899, D. Fuchigami, 30th January—Tientsin 27th January, General.—Osaka Shosen Kaisha.

EASTERN, British str., 2,272, Baikie, 30th January—Kobe 24th January, General.—Gibb, Livingston & Co.

EMPEROR OF JAPAN, British str., 5,940, E. Robinson, R.N.R., 18th January—Vancouver



# "THE BIG 4" of the PACIFIC MAIL S.S. CO.

<b>MONGOLIA</b> 27,000 tons, twin screws.	<b>COMFORT.</b>	From HONGKONG calling at SHANGHAI, YAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.		KOBE (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO-
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
<b>NILE</b> ... 11,000 tons.	<b>SPEED.</b>	Pacific) through Service via
<b>CHINA</b> ... 10,200 tons.		NEW YORK to Europe.
<b>PERSIA</b> ... 9,000 tons.		

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	4th Feb.	at 1 p.m.
KOREA	18,000	"	TUESDAY	18th Feb.	at 1 p.m.
SIBERIA	18,000	"	TUESDAY	25th Feb.	at 3 p.m.
CHINA	10,200	"	TUESDAY	4th Mar.	at 1 p.m.
MANCHURIA	27,000	"	TUESDAY	18th Mar.	at 3 p.m.
NILE	11,000	"	TUESDAY	25th Mar.	at 1 p.m.
MONGOLIA	27,000	"	TUESDAY	15th Apr.	at 1 p.m.
PERSIA	9,000	"	TUESDAY	22nd Apr.	at 1 p.m.
KOREA	18,000	"	TUESDAY		

\* INTERMEDIATE STEAMERS.  
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

## HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb. ... CHINA	27th Feb.	21st Feb. ... MANCHURIA	23rd Feb.
18th Mar. ... NILE	20th Mar.	8th Mar. ... NILE	10th Mar.
15th Apr. ... PERSIA	17th Apr.	16th Mar. ... MONGOLIA	18th Mar.
13th May ... CHINA	15th May.	5th Apr. ... PERSIA	7th Apr.
3rd June ... NILE	5th June.	13th Apr. ... KOREA	15th Apr.

## LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).  
FRED J. HALTON, AGENT.  
Panama-Pacific International Exposition—San Francisco—1915

# THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

## REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.,

SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
...	Early March.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

## NEW YORK LINE.

REGULAR SERVICE FROM  
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.  
Operated by Steamers of the  
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.  
STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## AFRICAN LINES.

### ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIC" ... 3,000 tons ... End of February.

And regularly thereafter.  
For Rates of Freight or Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.  
FROM HONGKONG: 15th Feb. "TYMERIC" 2nd Mar.

For Rates and Further Information, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.  
138-39-40

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
SATURDAY, 1st FEBRUARY, 1913.	
8 a.m. "HONAM."	9 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."
SUNDAY, 2nd FEBRUARY, 1913.	
10 p.m. "HEUNGSHAN."	4 p.m. "HONAM."

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 2nd FEBRUARY, 1913.  
The Company's Steamship  
"SUI AN"  
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier. 151

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.  
S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 p.m.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN  
TO SHANGHAI.  
S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at 5 p.m.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £3 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Stowage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, FUME AND VENICE, VIA  
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
S.S. "YORVAERTE," 12,900 tons, will leave as above about 3rd March.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.  
to YOKOHAMA, KOBE VIA SHANGHAI.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.  
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.  
Superior accommodation for Saloon Class Passengers.  
ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
SANDER, WIELER & Co., Agents,  
Hongkong, 30th January, 1913. 152

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILING.  
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 1st Feb.  
KOBE and MOJI ... "CANTON" ... 6,500 ... On 3rd Feb.  
COPENHAGEN and BALTIC PORTS ...  
For Freight and Further Particulars, apply to  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.  
37]

## SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC  
WESTERN PACIFIC  
DENVER AND RIO GRANDE  
TRANS-CONTINENTAL  
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.  
S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHIYO MARU ... 21,000 tons.  
AND  
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.  
The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.  
Through Tourists' Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,  
GENERAL ORIENTAL AGENT,  
17, MAIN STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG

## CHURCH SERVICES.

UNION CHURCH, Kennedy Road, Minister, Rev. C. H. Hocking. 11 a.m. Worship, Hymns 219, 226, and 227; Psalm 16, (St. Peter, Anthem). 3 p.m. Children's Service in Peak Church. 6 p.m. Worship. Hymns, 10, 510, 432, 272, and 267 (2).  
St. PETER'S CHURCH, West Point. Sunday, February 2nd, 1913. Morning Prayer and Sermon 11 a.m. Evening Prayer and Sermon 6.15 p.m. Holy Communion 12.15 a.m. Gospel Meeting at Seamen's Institute 3 p.m.  
St. JOHN'S CATHEDRAL, Hongkong. 2nd February, Quinquagesima Sunday. Holy Communion (8.15 a.m.). Matins (11 a.m.). (Full Choir.) Responses, Ferial; Venite, Goss; Psalms, Oakley, Tallis, Oakley, Stainer; Te Deum, Garrettin D.; Benedicite, Garrettin G.; Anthem, "It is high time," Barnby. Holy Communion (11.45 a.m.). Kyrie, Garrettin E.; Hymns, 210 and 192. N.B.—Psalm 9, verses 1, 2, 7, 8, 19, and 20 in unison; Psalm 10, verses 1, 2, 9, 10, 13, 14, and 20 in unison; Psalm 192, verses 1, 7, and 8. P. in unison; Psalm 192, verses 1 and 4 in unison. Responsory (6.45 p.m.) Response, Ferial; Psalms, of the 2nd evening (1); Magnificat, Barnby; Nunc Dimittis, Cambridge (12th morning); Hymns, 255, 267, and 24.

## WEATHER REPORT.

On the 31st at 10.45 a.m.—The anti-cyclone has weakened and moved eastward; it is now central to the north of Shanghai.  
The depression has passed into the Pacific.  
Pressure has decreased slightly over China and Indo-China, and increased considerably over Japan and slightly over the Philippines.  
Light or variable winds are indicated to the north of Foochow, and fresh monsoon over the N. China Sea.  
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:  
DISTRICT HONGKONG  
Hongkong & Neighbourhood  
Formosa Channel ... Northwesterly gale, moderating.  
South coast of China between (The same as Hongkong and Lamooka) No. 1.  
South coast of China between East winds, Hongkong and Hainan ... moderate.  
N.E. winds, fresh; fine.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 31st.

	Previous Day at 2 p.m.	On 5 a.m.	On 2 p.m.
Barometer	30.45	30.43	30.39
Temperature	56	51	57
Humidity	47	69	58
Wind Direction	East	ENE	East
Force	2	2	4
Weather	b	b	c
Rain	—	0.00	—

Highest open air Temperature on 30th ...  
Lowest open air Temperature on 30th ...

## NOW ON SALE.

## MAIL TABLES FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.  
On Paper ... 25 "

On Sale at the Hongkong Daily Press Office.  
Hongkong, 10th January, 1913.

## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "THONGWA," 6,298 tons, Capt. Fyeb, will be despatched to SHANGHAI, KOBE and MOJI on 15th Feb.  
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 21st Feb.

### WESTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th Feb.  
S.S. "JELUNGA," 5,205 tons, Capt. D. Macdonald, will be despatched as above on 17th Feb.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.  
Hongkong, 31st January, 1913. AGENTS. 160

## NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ... "GOEBEN," Capt. A. AHLBORN	18,300	Tuesday, 4th Feb., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... "DERFFLINGER," Capt. F. PROSCHE	17,000	About Thursday, 6th Feb.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ SIGISMUND," Capt. D. LENZ	6,000	Saturday, 22nd Feb., at 9 a.m.
KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. LENZ	6,000	About Tuesday, 4th Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.  
For Further Particulars apply to  
NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 27th January, 1913. 4

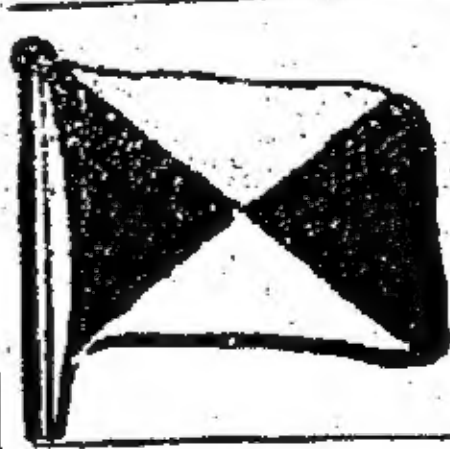
### PASSENGER SEASON 1913.

## NORDDEUTSCHER LLOYD, BREMEN.

### MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 4TH.
"GOEBEN" ... Capt. A. AHLBORN.	17,300 tons	ON FEBRUARY 19TH.
"BREMEN" ... Capt. E. WILHELM.	21,000 "	ON MARCH 4TH.
"DERFFLINGER" ... Capt. F. PROSCHE.	17,250 "	ON MARCH 19TH.
"PRINZ EITEL FRIEDRICH" 16,000		ON APRIL 1ST.
"BOELW" ... Capt. H. FORMES.	17,250 "	ON APRIL 16TH.
"PRINZESS ALICE" ... Capt. L. FRANK.	20,306 "	ON APRIL 29TH.
"LUETZOW" ... Capt. J. BORTFELDE.	17,300 "	

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.  
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)  
EARLY BOOKING RECOMMENDED.  
For Further Particulars, apply to  
MELOCHERS & Co., GENERAL AGENTS.  
Hongkong, 17th December, 1912. 59



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 5th Feb. 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 13th Feb. 4 p.m.

For Freight or Passage, apply to  
HONGKONG, 23th January, 1913.  
SKEWAN, TOMES & Co., General Managers  
PHILIPPINES S.S. Co. 110



## SHIPPING

## ARRIVALS.

ASSAYE, British str., 4,350, G. W. Cockman, R.N.R., 31st January—Shanghai 20th January, Mails and General.—P. & O. S. N. Co.  
 HAINAN, British str., 615, J. W. Evans, 31st January—Swatow 30th January, General.—Douglas, Lapraik & Co.  
 KUNCHOW, British str., 1,215, E. Foreyth, 31st January—Manila 26th January, Sugar and General.—Butterfield & Swire.  
 ONSANG, British str., 2,200, Carte, 31st January—Chinwantao 24th January, Coal.—Jardine, Matheson & Co.  
 SHUNYO MARU, Japanese str., 7,220, H. S. Smith, 31st January—San Francisco 4th January, General.—Toyo Kisen Kaisha.  
 SOSHU MARU, Japanese str., 719, K. Tashiro, 31st January—Swatow 30th January, General.—Osaka Shosen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 January 31st.  
 ASSAYE, British str., for Bombay.  
 KUNYO MARU, Japanese str., for Moji.  
 LOVAT, British str., for Boston.  
 SINGAN, British str., for Haiphong.

## DEPARTURES.

January 31st.  
 BANSHI MARU, Japanese str., for S'pore.  
 BOHNSON, German str., for Sandakan.  
 CHIVVEN, Chinese str., for Canton.  
 CHINHOA, British str., for Shanghai.  
 CHOISING, German str., for Bangkok.  
 E. F. FERDINAND, Austrian str., for S'hai.  
 HAITAN, British str., for Swatow.  
 HIMALAYA, British str., for Shanghai.  
 HOIHOW, British str., for Saigon.  
 JAPAN, British str., for Yokohama.  
 LUCHOW, British str., for Canton.  
 SOSHU MARU, Japanese str., for Canton.  
 TONGUS, Norwegian str., for Saigon.  
 YUNHUS, Chinese str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Onsang* reports: Strong monsoon and high sea with fine hazy weather.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P.M. str. *Siberia*, carrying the American mail, left Yokohama for this port via Manila on the 25th January, between 10 a.m. and noon.

The P.M. str. *China* left San Francisco on the 17th January, for Hongkong, via Honolulu, Japan ports and Manila.

The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port, via Honolulu, the usual Japan Ports and Manila on Thursday, the 23rd inst.

The T.K.K. str. *Ching Maru* leaves San Francisco for Hongkong via usual ports of call and Manila on the 1st February, and may be expected here on the 4th March.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on Saturday, the 11th of January, at 11 a.m., and may be expected here on or about Monday, the 3rd of February.

The E. & A. str. *Aldenhay* from Sydney, etc., will arrive at Manila on the 6th February.

The E. & A. str. *Empire* left Sydney on the 20th January, for this port (via Queensland ports, Timor and Manila).

## THE CANADIAN MAIL.

The C.P.R. str. *Montague* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 27th January, a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Defflinger*, carrying the German mails with dates from Berlin of the 5th January, left Colombo on the 25th January, and may be expected here on or about 6th February.

## MERCHANT STEAMERS.

The Swedish East Asiatic Co.'s str. *Canton* left Vladivostok on the 27th January, and is expected to arrive here on the 3rd February.

The Ben Line str. *Benevento* from Middlesbrough, Antwerp and London left Singapore on the 20th inst., for this port.

The str. *Invincible*, from New York is due to arrive on the 4th February.

The R.V.F. str. *Kostruma* left Colombo on the 27th January, and is expected to arrive in Hongkong on the 10th February.

The R.V.F. str. *Yaroslav* left Colombo on the 25th January, and is expected to arrive in Hongkong on the 11th February.

The T.K.K. str. *Bugo Maru* left Manila for Hongkong on the 25th January, and is due in Hongkong on the 26th March.

The str. *Glenfary* passed the Suez Canal on the 24th January, for Hongkong via Straits.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Fookang*, from Moji, is due in Hongkong 1st February.

*Lokang*, from Weihaiwei, is due in Hongkong 2nd February.

*Hopang*, from Bangkok, is due in Hongkong 4th February.

*Namsang*, from Singapore, is due in Hongkong 6th February.

*Fooking*, from Guangzhou, is due in Hongkong 8th February.

*Shire Line, Limited.*  
*Den of Crombie*, from London, is due in Hongkong 8th February.

*British India Steam Navigation Co., Ltd.*  
*Quilua*, from Rangoon, is due in Hongkong 12th February.

## LATEST STEAMER MOVEMENTS.

The str. *Zafro* left Manila on the 30th January, and is due here on the 2nd February, at daylight.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP.	SURDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 5th inst.
HAVEE, BREMEN & HAMBURG, &c.	PEMBROKESHIRE	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	About 5th inst.
HAVEE, ROTTERDAM, BREMEN & HAMBURG, &c.	ALTMARK	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 5th inst.
HAVEE, BREMEN & HAMBURG, &c.	BRISGAVIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 8th Mar.
MARSEILLES, BREMEN, HAMBURG & ANTWERP, &c.	O. J. D. ANDERS	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 10th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	GOLDENFELS	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst., at D'light.
MARSEILLES, BREMEN & HAMBURG, &c.	KAGA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 15th Mar.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 5th inst., at 2 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INADA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	CHICAGO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 20th inst., at 2 p.m.
NEW YORK via SUEZ CANAL.	GOEBEN	Ger. str.	—	—	MELBOURNE & CO.	About 10th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL.	VORWARTS	Aus. str.	—	—	SANDER, WHEELER & CO.	On 13th inst., at 5 p.m.
YANCOUVER via SHANGHAI, JAPAN, &c.	INDUWADI	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 15th inst.
VANCOUVER (B.C.) & PORTLAND (Or.)	LOVAT	Brit. str.	—	—	DODWELL & CO., LTD.	About 1st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF JAPAN.	Brit. str.	2 m.	—	SHEWAN, TOMES & CO.	On 8th inst., at 7 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGUE	Brit. str.	k. w.	W. Davidson	CANADIAN PACIFIC RAILWAY	On 8th Mar., at 7 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SITHONIA	Am. str.	—	H. S. Smith	HAMBURG-AMERICA LINE	On 22nd Mar.
COPENHAGEN & ALCANTARA via MANILA.	SHUNYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 4th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA.	SIBERIA	Am. str.	—	—	TOYO KAISEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS via MANILA.	CANTON	Swed. str.	—	—	PACIFIC MAIL S.S. CO.	On 18th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA.	EASTERN	Brit. str.	—	—	ARTHUR NIELSEN & CO.	On 3rd inst.
AUSTRALIAN PORTS via MANILA.	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	To-day, at 11 a.m.
CAPEPORTS via MAURITIUS.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN.	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELBOURNE & CO.	On 22nd inst., at 9 a.m.
YOKOHAMA & KOBE via SHANGHAI.	DUNBRIC	Brit. str.	—	Tulloch	THE BANK LINE LIMITED	To-day, at Noon.
YOKOHAMA & KOBE & MOJI	KIYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	To-day, at Noon.
YOKOHAMA & KOBE	E. F. FERDINAND	Aus. str.	—	R. V. Anderson	SANDER, WHEELER & CO.	About 1st inst.
KOBE & YOKOHAMA	YATSHING	Brit. str.	—	Col.	JARDINE, MATHESON & CO., LD.	On 11th inst., at Noon.
KOBE & YOKOHAMA	QUILUA	Am. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
KOBE & YOKOHAMA	HYACHI MARU	Jap. str.	—	D. Lens	MELBOURNE & CO.	About 4th inst.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	J. E. Drake	DAVID SABROON & CO., LTD.	On 21st inst.
KOBE & YOKOHAMA	GERROBY ARKAR	Brit. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	J. B. Harris	YOKOHAMA & KAWAII LINE	Quick despatch.
JAPAN	THUNIAJAP	Dut. str.	—	A. Mooker	BUTTERFIELD & SWIRE	To-day, at Midnight.
SHANGHAI	ANBU	Brit. str.	1 m.	—	ARTHUR NIELSEN & CO.	To-day, at 5 p.m.
SHANGHAI, MOJI & KOBE	TOTOMI MARU	Jap. str.	—	M. Courtney	JARDINE, MATHESON & CO., LD.	On 3rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YEDDO	Swed. str.	—	Spencer Wilde	JARDINE, MATHESON & CO., LD.	On 4th inst., at D'light.
SHANGHAI via SWATOW.	CHOWANG	Brit. str.	—	F. Presch	MELBOURNE & CO.	About 6th inst.
SHANGHAI, KOBE & YOKOHAMA	KIEN MARU	Jap. str.	—	A. Colyer	JARDINE, MATHESON & CO., LD.	On 8th inst., at Noon.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HANGANG	Brit. str.	—	G. M. H. Lake	JARDINE, MATHESON & CO., LD.	On 10th inst., at 6 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEFFLINGER	Ger. str.	—	Lancella	JARDINE, MATHESON & CO., LD.	About 10th inst.
SHANGHAI, KOBE & MOJI	NAMUR	Brit. str.	—	Frerichs	HAMBURG-AMERICA LINE	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	PAUL LECAT	Frans. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 13th inst.
SHANGHAI, KOBE & YOKOHAMA	DEN OF CROMBIE	Brit. str.	k. w.	Fysh	DAVID SABROON & CO., LTD.	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	O. J. D. ANDERS	Ger. str.	—	—	SANDER, WHEELER & CO.	On 1st Mar., at D'light.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	K. Tashiro	OSAKA SHOSSEN KAISHA	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	THONGWA	Brit. str.	—	T. Fuchigami	OSAKA SHOSSEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	LIBODAS	Dut. str.	—	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 12th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAFRAIK & CO.	On 4th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	DAIHIN MARU	Jap. str.	—	W. C. Passmore	DOUGLAS LAFRAIK & CO.	On 9th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	KAIJO MARU	Jap. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	HAITANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	P. H. Rolfe	DOUGLAS LAFRAIK & CO.	On 11th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	SHENKONG	Brit. str.	1 m.	Siford	JARDINE, MATHESON & CO., LD.	To-day, at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAITUN	Brit. str.	2 h.	F. S. McMurray	JARDINE, MATHESON & CO., LD.	On 5th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h.	Miller	SHEWAN, TOMES & CO.	On 8th inst., at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	YUNSHAN	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KAIPONG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	ZAPORO	Am. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	LOONGANG	Dut. str.	—	—	JARDINE, MATHESON & CO., LD.	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Am. str.	—	—	JARDINE, MATHESON & CO., LD.	On 9th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	TAIJIWANG	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	—	DAVID SABROON & CO., LD.	On 12th inst., at 9 a.m.
SHANGHAI, KOBE & YOKOHAMA	TOWA MARU	Jap. str.	—	—	—	—
SHANGHAI, KOBE & YOKOHAMA	FUTSALA	Brit. str.	—	—	—	—
SHANGHAI, KOBE & YOKOHAMA	ABRATON AFGAR	Brit. str.	—	—	—	—
SHANGHAI, KOBE & YOKOHAMA	SI-KIANG	Frans. str.	—	—	—	—

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
 KOBE, HONGKONG AND RANGOON.

## WESTWARD.

The S.S. "FULTALA," 4,154 tons gross, Capt. H. W. Tallent, will be despatched for SINGAPORE, PENANG and RANGOON on the 9th Feb., at Noon, taking Cargo at Current Rates.

## EASTWARD.

The S.S. "QUILUA," 7,697 tons gross, Captain Cole, will be despatched for YOKOHAMA and KOBE on the 11th Feb., at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., LTD.,**  
 AGENTS.  
 Telephone No. 215.  
 Hongkong, 29th January, 1913

## THE ROYAL MAIL STEAM PACKET COMPANY.

## "SHIRE" LINE SERVICE.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.  
 FOR STEAMERS DATE OF DEPARTURE  
 LONDON & ANTWERP. "PEMBROKESHIRE" About 6th Feb.  
 SHANGHAI, KOBE & YOKOHAMA "DEN OF CROMBIE" About 10th Feb.  
 LONDON & ANTWERP. "CARMARTHENSHIRE" About 1st Mar.  
 SHANGHAI, KOBE & YOKOHAMA "DEN OF GLAMIS" About 10th Mar.  
 \* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., LTD.,**  
 AGENTS.  
 Hongkong, 17th January, 1913.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS DATE OF DEPARTURE  
 MANILA "YUENSANG" Saturday, 1st Feb. 2 p.m.  
 SHANGHAI via SWATOW "CHOYSANG" Sunday, 2nd Feb. D'light.  
 SHANGHAI "HANGSANG" Tuesday, 4th Feb. Noon.  
 YOKOHAMA, KOBE & MOJI "YUENSANG" Thursday, 6th Feb. Noon.  
 SINGAPORE, PENANG & CALCUTTA "POESANG" Saturday, 8th Feb. Noon.  
 SHANGHAI, KOBE and MOJI "NAMSANG" Saturday, 8th Feb. Noon.  
 MANILA "LOONGSANG" Saturday, 8th Feb. 2 p.m.

RETURN TOURS TO JAPAN.  
 The Steamers "KUNSHANG," "NAMSANG" and "FOOHSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze, Fuzhou, Tientsin, Dairen, Weihaiwei, Tsingtau and Newchwang.  
 Telephone No. 215, Sub. Exch. 4.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., LTD.,**  
 GENERAL MANAGERS.  
 Hongkong, 1st February, 1913.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER.  
 AND  
 THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.  
 SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong. "EMPEROR OF JAPAN" Sat., 8th Feb. "MONTEAGLE" Sat., 8th Mar.

FOR LIVERPOOL. From St. John. "EMPEROR OF IRELAND" Fri., 7th Mar. "EMPEROR OF IRELAND" Fri., 4th Apr.

From Quebec. "EMPEROR OF IRELAND" Fri., 2nd May. "ALLAN LINE" Fri., 23rd May.

Steamships leave HONGKONG at 7 a.m.  
 THE DIRECT ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships.

14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate (Steamship) "Monteagle" \$49 " " \$51.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.  
 Corner Paddock Street and Praya near the Blake Pier.

## RUSSIAN VOLUNTEER FLEET.

THE STEAMERS OF THE RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as—

HOMeward BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Hodeidah, Djiddah, Suez, Port Said, Constantinople, Batoum, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transshipment at Odessa, and for Hakodate and all ports of Tatarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule WILL NOT BE ACCEPTED by this Agency.

Next Sailings—  
 The S.S. "KOSTROMA," 3,305 R.T., Commander Petroff-Tokareff, Outward Bound, is expected to arrive in Hongkong about the 7th February, 1913.

The S.S. "YAROSLAV," 4,494 R.T., Commander L. Alexeff, Outward Bound, is expected to arrive in Hongkong about the 11th February, 1913.

The S.S. "VORONEZ," 5,616 R.T., Commander Oranovsky, Homeward Bound, is expected to arrive in Hongkong about the 22nd February, 1913.

For Freight, Passage and further particulars, apply to  
**CAPTAIN D. A. LUKHMANOFF,**  
 AGENT,  
 Hotel Morrison, 3rd Floor,  
 Telephone No. 1224.



